



Draft EIR of Proposed Las Pilitas Quarry Project .

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Please respond to edward goshorn

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Murry Wilson,

As I am well aware of many detailed responses to the Draft EIR of the Quarry project, I will send my input in the form of questions that remain to be answered in the process designed to see that such a development is well considered in an impartial and informed manner as it relates to bicyclists.

1. Why was the Draft EIR so deficient in both its scope and depth regarding the project's impact upon bicyclists?
 - 1a. What was John Larson's (URS Corp EIR Project manager) role in producing a Draft EIR that was neither complete or unbiased?
2. Why did it not consider the condition of the Hwy 58 roadway in its current condition as it would impact cyclists?
3. Why did it not consider the deterioration of the existing Hwy 58 roadway as part of the environmental cost of this project?
4. What would be the costs of providing a safe roadway, designed to CalTrans standards, with proper shoulders and striping?
5. Why is not the cost of such roadway improvements not a part of the EIR to allow the use of this public right-of-way for 270+ trips a day for double hopper gravel trucks?
6. In order to provide for the continued use of this roadway by bicyclists (and autos, for that matter) will CalTrans, SLO County, Las Pilitas resources fund the improvements and maintenance of this roadway?
7. Will the highway be rebuild/redesigned to safely carry the truck traffic along with the existing bicycle traffic? (Remember: the increase in truck traffic will have one truck passing a cyclists about every two minutes on this narrow highway.)
8. Considering the cost of building a highway to carry such truck traffic, is there an alternative route that can be implemented across the nearby Hanson Property? (If the State/County feel that this resource is so valuable, they should be able to work something out. Paying Hanson for the right to cross their property or for establishing a right of way along the boundary might be preferable to the cost of rebuilding Hwy 58.)
9. What gives Las Pilitas Resources the right to use the Hwy 58 public right of way to the detriment of the many other citizens adversely affected, whose tax moneys have established that roadway?

10. What is considered appropriate 'mitigation' for 'environmental damages' resulting from this project?

10a. Is the proposal to provide gravel to other bikeway projects elsewhere in the county going to effectively mitigate for the loss of a major recreational thoroughfare to the roads and hills beyond Santa Margarita as cyclists choose not to dodge double hopper gravel trucks traveling in both directions, sometimes passing side by side next to cyclists?

10b. What will be the cost of a highway that provides adequate road width and a safe shoulder?

10c. Can an alternative designated bike path be built where highway conditions do not allow an adequate shoulder?

11. Has the impact on the tourist industry, which includes thousands of bicyclists a year coming to ride through the Santa Margarita/Pozo/Creston hills and valleys, been considered?

12. Has the impact of the reduction of air quality along the Hwy 58 route been evaluated? Will there be adequate enforcement of duct control measures for the foreseeable 25+ years of this project?

Thank you for your consideration,
Ed Goshorn
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